

OUR STATESMEN IN VACATION.

The President, Cabinet and Leading Congressmen Will Devote the Summer and Fall to Close Study of the Great Public Questions They Have to Deal With.

Many persons believe that the leaders of the Government spend much of their time in idle frolicking during the recesses of Congress. This is far from the truth, at least so far as it relates to the recess which began with the expiration of the 59th Congress on March 4. To most of them the coming eight or nine months of cessation from enactment of legislation will be spent in investigations which will result in recommendations to Congress by the President and his Cabinet, and, in the case of members of the Senate and House, in information which will enable them to act intelligently on measures coming before those bodies.

These investigations will lead men high in the Government service far away from the seat of Government. The

took prompt measures to relieve the money stringency that prevailed, and can be depended upon to handle other problems as quickly and decisively when they confront him.

Mr. Cortelyou spends a portion of each Summer on the Long Island shore, and it is probable that he will take a rest of a month or more at some resort on the north or south side of the island. His legal residence is at Hempstead, but he does not always spend his vacations there. Mr. Cortelyou's rest period will probably come late in the Summer, because of the new work in the Treasury Department.

Secretary Taft will be one of the busiest men in the Administration this recess. He will travel more miles than any other member of the Cabinet, in

Attorney-General Bonaparte will spend his time here and in Baltimore until the hot-weather period arrives. Then he will go to his Summer home, Bella Vista, in Long Green Valley, at Lenox, Mass. Mr. Bonaparte has been spending his Summers at Lenox for a number of years, and there will be able to work on the legal problems presented to him in absolute quiet, besides getting a much-needed rest.

Postmaster-General George von L. Meyer doesn't see any vacation in sight. "I propose to get right down to work, and to stay at work, mastering the details of this vast Department," was the announcement Mr. Meyer made when he assumed charge of the Post-Office Department. "And I hope to carry on this business on the same high plane as my predecessor." It is probable, however, that Mr. Meyer will find time to get a breath of fresh air some time during the Summer, but he doesn't expect to make his absence of long duration.

Secretary Metcalf, of the Navy Department, hasn't any particular plan mapped out for the Congressional recess. His Department, however, has jurisdiction over the naval station at Guantanamo, Cuba, and in order to inform himself on conditions there, and in order to give some of the members of the House and Senate Committees on Naval Affairs a chance to do likewise, he has taken a party to the West Indies on an inspection trip. Mr. Metcalf will have much to do in connection with the naval display at the Jamez Exposition, and he may go to California, his home State, this Summer, or he may content himself with a vacation at some desirable place near Washington.

Chief of the youngest Cabinet officer, another member of the President's official family who has buckled down to hard work, and who will keep everlastingly at it. Since March 4, when he succeeded Mr. Hitchcock at the head of the Interior Department, he has been devoting himself unflinchingly to mastering his duties, and he hopes to get a good idea of what they are in a month or two. Before he went into the Cabinet Mr. Garfield was consulted almost daily by the President in matters relating to the disposal of the public lands, and he is therefore pretty well advised on this particular phase of Department administration. But there are Indian, patent and pension questions constantly coming up, and it takes time to master the details of these branches of the Department administration.

Mr. Garfield's hardest work this Summer will be a personal inspection of public lands, forests, etc. He intends to devote the months of June, July and August to a trip which will cover that part of the country in which there are any public lands. He will also go thru the forest reserves, and will inspect Indian agencies. When he returns to Washington the Secretary of the Interior proposes to put in more time arranging and tabulating and digesting the information he obtains, so that by the end of the present Congressional recess he will know as much about the details of the work of his Department, both practical and theoretical, as any one man can.

The Pure-Food Law.

"I'm going to spend my time enforcing the pure-food law," is the way Secretary James Wilson, of the Department of Agriculture, sums up his vacation plans. "Inspection trips I suppose I'll take a few, but they will mean work and not pleasure. There's enough work in sight in connection with the administration of this law to keep me busy for months, and I intend to clear up all the questions I can before I let up."

Oscar H. Straus, Secretary of the Department of Commerce and Labor, hasn't been able to form any definite plans for a vacation. In the closing days of the session Congress passed the immigration law, which will have to be interpreted. He is busy at that now, and expects that he will be pretty well occupied with the various questions arising under it for some time, Mr.

THE PRESIDENT, THE PANIC, AND THE RAILROADS.

The Wall Street Storm Brings Fresh Complications—People's Confidence in Railroad Stocks Shaken—Federal and State Control—More Legislation Needed—The President Conferring With Everybody, and Will Take the Matter With Him to Oyster Bay.

The house has been on fire in recent days. President Roosevelt has been occupied with an extinguisher. He has had his Cabinet helping him, especially George Bruce Cortelyou, Secretary of the Treasury. The times were the most strenuous in many preceding months. There was danger of serious consequences.

Things have calmed down a little. Wall Street, after passing thru a terrible panic, is steadier. The President has opportunity to contemplate the scene. More than ever the railroad problem looms before him. It grows bigger and bigger and bigger. The railroad-rate law is now, to his mind, plainly inadequate. He wants more law, wants it next session from Congress; unless powerful friends can dissuade him he will fight for it, as he fought for the rate law.

There has been no such mixed situation for a long period. It seems to press trouble politically and industrially. The big railroad managers are thoroughly frightened at the turn of affairs. They have been appealing to Washington for assistance, although unable to describe just how the President could help them. They wanted assurance from him that the battling of corporations by the Administration would cease, but more than that, they really wanted a promise from the President that he would not interfere with a conservative. This, the railroad managers and owners think, would inspire some confidence in the investing public. The common people, men and women possessing a few thousands or a few tens of thousands of dollars, own a large share of the railroads in America. They buy the railroad bonds and the railroad stocks in the long run. The so-called magnates, with all their millions, own comparatively a small part of these important securities.

People's Confidence Shaken.

But the confidence of this investing public has been shaken. They have become afraid to buy. Hence it has become well-nigh impossible to raise money for railroad construction. And to continue the present prosperity the railroads must continue to enlarge their facilities, to build new lines, to make improvement for handling traffic cheaper. The new ventures are very important to the railroads, as well as to the many thousands of men to whom these new ventures mean prosperous employment. But the railroads have been finding themselves unable to raise the extra money, and so construction work has been ceasing.

There has been another disquieting feature in the situation. This has been the agitation in the States. Legislatures have been progressive this Winter against railroads. The spirit of the National Administration in Washington has been to give the States legislative bodies. They have been driving for two-cent-a-mile tariffs and passing other restrictive laws. The railroad managers have been protesting against these activities of the State Legislatures as much as they ever cried out against the Government's rate law. Some have claimed that it threatened ruin to railroad property.

And for this President Roosevelt has been blamed, although, strange to say, the railroads, in view of these activities in the States, are anxious for the Government to broaden its control over railroads, and the President is very willing to accommodate them. But it is unlikely that the very States who have been following the President in giving railroads so exceedingly stiff goes will sanction the effort to strip them of power. They apparently enjoy the privilege of making the railroad officials a little nervous occasionally.

Federal Licenses to Be Required.

The struggle is coming, however, for the President has announced that a few days from the next Congress requiring railroads to operate under Federal licenses. There is undoubtedly constitutional authority for such a law. It could be enacted as an Interstate Commerce power or as a power to establish post-roads. Practically every railroad in the United States is a post-road. Federal franchises are granted the Government's business with railroads, already of enormous volume, would be tremendously increased.

The railroads might welcome that change, because they would have but one central power to deal with. That would be in Washington. Congress might be far away for most of the year, but there is a powerful State right in the present time, when public sentiment is much inflamed and when there is an aggressive President in the White House. It is easier for corporations to influence Congress than to influence a dozen Legislatures in as many different State Capitals.

That is the larger railroad systems and the President may be working in accord when he is ready to put his plans for Federal franchises before Congress the coming Winter. It will be interesting to note how the opposition to this is. William Jennings Bryan, whose railroad reform views the President is accused of having appropriated, is already in opposition to the plan of crushing the State Legislatures. He says it would be a step favorable to the railroads. The South, of course, is strong for State rights, but there is a powerful State right sentiment in the North, although it is not often aroused. There are influential Republicans who are very apprehensive of the new propaganda, and are hoping that it may be sidetracked between now and next December. Big newspapers are saying that the present law must first be thoroughly tested, that there is no occasion for further railroad legislation for some time. They deny the Federal franchise plan and attack the Federal appointment of the State Legislatures.

The President and the Magnates.

Out of this condition of affairs the President and Secretary Cortelyou have had a decidedly strenuous week. The

trouble seemed to grow with the coming of railroad and financial magnates to Washington. The visit of E. H. Harriman, the railroad colossus, was during the last week of the session of Congress. He saw the President, but not to discuss railroad topics, and hastened away to New York, after having given his young son Roland and other members of his family a pleasant vacation here. It was arranged that Mr. Harriman should come over and have a railroad talk with the President, but he says now he is not coming.

The spurt in railroad discussion began earnestly with the visit of J. Pierpont Morgan. Some days ago Secretary of War Taft was over in New York attending a meeting of the Ship Prison Martyrs' Association. He was asked by Mr. Morgan whether the President would see him (Morgan) about the railroad situation. The Secretary replied that he could ascertain directly. He put in a long-distance telephone call in conversation with the President at the White House in a few moments, and forthwith was able to tell Mr. Morgan that the President would see him at the White House Monday evening, March 11.

Accordingly Mr. Morgan went down to Washington in his private car, had a two-hour interview with the President, and, departing, told, in a formal statement, how he had come to Washington "at the request of many business men," and how he had suggested to the President "that it would be greatly to the public interest if he would see Mr. McCrea, Mr. Newman, Mr. Mellen and Mr. Houghton and confer with them as to what steps might be taken to allay the public anxiety now threatening to obstruct railroad investments and construction so much needed, and especially to allay the public anxiety as to the relations between the railroads and the Government."

This naturally put Washington and the country on the qui vive. The men Mr. Morgan mentioned are powerful men in the railroad world, being the Presidents respectively of the Pennsylvania, the New York Central, the New York, New Haven & Hartford and the Chicago & North Western Roads. All are also lieutenants of Mr. Morgan, and train with his financial crowd rather than with the Standard Oil and Harriman group.

The White House Version.

Mr. Morgan a day or two after he was in Washington sailed for Europe. He gave the only official account that reached the public of his visit to the White House. Thru the President's friends, however, a version of their interview leaked out. It was to the effect that Mr. Morgan's talk was dull and dreary, and that the President had not fully ascertained yet what point Mr. Morgan was trying to make. The financier was in humble spirit, but ranted on and on, without making it clear just what he and his friends would like the President to do.

For some time the President was silent on the subject, but after 48 hours he discussed the railroad question with some volubility. He made it plain that he had not departed from his original position in the slightest. He has some sympathy with the outcry of the big money systems against aggressive and oppressive legislation by the States. He thinks the Federal Government should have absolute control of rates. A case involving this point is now before the Supreme Court of the United States. The President hopes that the decision will be favorable to his contention. He has gathered all the legal precedents on the question, and has reformed himself very fully pro and con.

In the midst of the arrangements for the railroad Presidents to come down to Washington a panic started on the Chicago Stock Exchange, and this panic has given the President a very bad scare. Stocks began to tumble Wednesday, while the newspapers were full of disclosures about the plans of the railroad Presidents. It was one of the worst days for stocks in many years, but was followed by a worse day, Thursday, which will be remembered quite as long in Washington as in New York. For the market had gone to such a depth that extensive failures were feared, which might precipitate a general panic.

The Government Extends Help.

The President and his new Secretary of the Treasury, George B. Cortelyou, kept at war with the New York long-distance telephone company of that day. Practically the Government's entire resources, available for relief, were turned over to New York. Before the day was over Secretary Cortelyou announced three specific methods of relief. One was to permit about \$18,000,000 of circulation, which had been ordered reduced, to be put in use; another was the immediate purchase of \$24,000,000 of Government fours, interest to be reckoned up to July 1, and the third expedient was to deposit customs receipts in National banks.

All this constituted a very important day's work. After it had been done, following numerous conferences at the White House, Mr. Cortelyou, deeply perturbed, but outwardly calm, rested on his oars. He hoped that the crisis had been passed, and that he had weathered the first serious gale as the Government's leading financial officer. The relief proved effective. The market steadied, but the experience has left Washington fluttering with excitement. The President believes that the panic was started in the hope of giving him a good lesson. If he saw values crashing and the country on the verge of a panic, perhaps he would curtail his anti-corporate activity. But whatever the original idea may have been, the bears found as they attacked the market that prices yielded more readily than they had ever dreamed would happen, and a panic was on that none of the money kings could control. As far as Wall Street itself was concerned the President did not care a fig. The maneuvers of the money kings did not concern him. But he was alarmed lest there come a real panic affecting the business of the country at large, and because of that alarm he passed several anxious days.

An unfounded story has been in circulation that there was a pact between the President and J. Pierpont Morgan to undo E. H. Harriman, for whom the



Unscared by the Wall-Street Bugaboo.

President has no affection, whatever. It has been claimed the President told Morgan that Harriman would have to get out of business, and that if Morgan would send his lieutenants into the street in an effort to break Harriman the President would stand behind them with the resources of the United States Treasury and prevent a panic. The statement has no element of truth as far as the President or Secretary Cortelyou are concerned.

The Magnates Decide Not to Come.

The smoke of the Wall Street conflict had hardly lifted before the four railroad Presidents named by Mr. Morgan had gathered together in a secret New York place and conferred about coming to Washington. Bushels of twaddle about their mission here were written in the newspapers, all of which, of course, indicated the popular interest in the matter. It turned out that they were loath to come, and finally they decided not to come for the present. That was because they did not feel like coming here and making representations, but they did not think they were authorized, and they did not want to represent anybody. Much was said about their expecting an invitation from the President, but the President never had any idea of inviting them, had agreed only to receive them if they came over to Washington, and did not want to be put in the attitude of asking them here. It was noted about that if he were to make a couple of addresses, he would have some plain talk to put out some feelers on his railroad plans.

Railroad Talks With Everybody.

Meanwhile he will discuss the railroad topics with every caller from whom he thinks he can gain information. He said recently that he wanted all the information about railroads and their methods of operation that he could possibly get. And after he leaves Washington he will continue his railroad talks at Oyster Bay. He proposes to keep full of the subject and to call out ideas from what he hears elsewhere now and next Autumn when he writes his message to the next Congress. His campaign for the education of the popular mind will also be continued as soon as he thinks he can safely do so the President will put out some material which will set the newspaper editors to writing leaders. The President has great faith in the newspapers as a medium for bringing about discussion of proposed legislation.

This was virtually the plan he followed in his campaign for railroad-rate legislation. It was very successful then, and the President believes it will be very successful again. He is entirely confident of winning. He does not see where either the railroads or the conservative wing of his party can defeat his plans. He expects there will be resistance, but not successful opposition. His reliance is upon the people, who have backed him enthusiastically on every legislative venture he has made since entering the White House.

The older Senators, who are staying in Washington till after the bleak March days, frown upon the program. They do not want the President to press it. They say the rate law should first be thoroughly tested, that there should be two or three years of trial, that possibly time should be given for the bringing of a suit to ascertain whether the rate law is constitutional, before more of a legislative structure is reared upon it.

But this Senatorial attitude is not particularly significant. It is the attitude of Republican Senators who usually frown upon the President's plans. The House will probably be subservient to the President, and once the House passes the bill the President wants he will enter upon his campaign to subdue the Senate.

The People With Him.

Of course, there are several possible obstacles. The President must have the people with him in his new campaign. Unless he does Congressmen will pay but little attention to his demands. Then he must be able to assure Congress that he is not stirring up an agitation which will injure the party of the President in the Presidential election of 1908. Congress is generally very timid about voting important legislation just before a Presidential campaign. The cry of the leaders in Congress at these ante-election seasons is to do as little as possible and stand on the record. Already there is a large contingent of Republicans who think it will be safe to pass the bill the President wants. He can elect almost any nominee if they simply "point with pride" and avoid injecting new contentions into the Presidential struggle.



PRESIDENT ROOSEVELT.

SECRETARY TAFT.

objective of some is Panama and Porto Rico, of others Hawaii and Alaska, and of one at least, the Philippines. Upwards of 75 members of the House and one Senator (Curtis of Kansas) are now on their way home from a three-week trip to the Panama Canal. Later some of these same men will make a trip to Hawaii, on the invitation of the island Government, to look into the needs of the islands as to fortifications and harbor improvements.

The President's Plans.

President Roosevelt will take two trips from Washington to Oyster Bay during the recess. He has planned to visit Indianapolis, Ind., and Lansing, Mich., on May 20 and 21. He will start from Washington on May 29, and will return here directly from the Michigan Capital. It is expected that in the speeches that he will make in these two cities he will outline his policies on further railroad-rate legislation, and on one other subject of pressing importance which he believes the public should know about.

In October President Roosevelt will go to Canton, O., to attend the unveiling of the statue to the late President McKinley.

With the exception of these two short trips the President will follow his usual Summer program. He will probably remain in Washington until the latter part of June, when he will go to Oyster Bay. With him will go a portion of the Executive staff of the White House, under Secretary Loeb, and for the time being the Capital of the Nation will be at the President's Long Island home town.

While at Oyster Bay the President will have full opportunity to indulge himself in the outdoor life he loves so well. He will devote some part of each day to executive business, and will see only such visitors as have important business to discuss. Sagamore Hill, the President's home, is two miles from the town of Oyster Bay, and he and his family are protected from intrusion by a corps of Secret Service officers, who are on duty at all hours of the day and night. With protection and quiet thus assured, the President will be able to give much of his time to serious study of matters of state. While there he will frame up the recommendations he will send to Congress in his annual message next December. Railroad legislation, swollen fortunes, inheritance tax, child labor and further legislation for the prevention of fraudulent acquisition of public lands will be among the subjects discussed, and the message promises to be a notable state paper.

President Roosevelt's present plan is to return to Washington in October. He may come here before his trip to Canton, but the probability is that he will remain at Oyster Bay until the date of the journey to the Ohio city.

The Secretaries.

Secretary Root is planning to spend part of the Summer at his country home at Clinton, N. Y. He will remain in Washington until late in June or early in July, when he and his family will migrate, returning probably early in October.

order to get first-hand information about our dependencies, of which he has charge as head of the War Department. Some time this Spring he will visit Panama to make an inspection of the work on the canal, which has just been placed in charge of Army engineers. During the Summer he will make inspection trips to many of the Army posts, and in the Fall will go to the Philippines, where he once served as Governor-General. While keeping in close touch with Philippine affairs by mail and cable, Mr. Taft likes to get



SECRETARY TAFT.

close to the people whose work he is directing, and it is for that reason that he is going to make the long trip to the furthest land belonging to the United States. He believes that he can get a better understanding of conditions of personal inspection, and press a case to the Philippines himself, rather than send an agent or have some official of the islands come to him. A visit to Alaska, if he has the opportunity, will be a part of his tour. Secretary Taft hopes to sandwich two or three short rest periods during the heated term, but at that he will be as busy as a man can well be and not break down.

SENATOR FRYE.

Senator Frye is planning to spend part of the Summer at his country home at Clinton, N. Y. He will remain in Washington until late in June or early in July, when he and his family will migrate, returning probably early in October.

SENATOR ALLISON.

Senator Allison is planning to spend part of the Summer at his country home at Clinton, N. Y. He will remain in Washington until late in June or early in July, when he and his family will migrate, returning probably early in October.

VICE-PRESIDENT FAIRBANKS.

Mr. Fairbanks is planning to spend part of the Summer at his country home at Clinton, N. Y. He will remain in Washington until late in June or early in July, when he and his family will migrate, returning probably early in October.

SPEAKER CANNON.

Mr. Cannon is planning to spend part of the Summer at his country home at Clinton, N. Y. He will remain in Washington until late in June or early in July, when he and his family will migrate, returning probably early in October.